

Non in non-est. A dependent Harbour

ment by the Government, would be worse than useless. We hope the time may come when the Sanitary Board will be levelled up, or the Legislative Council levelled down to the same standard.

cipal Council, but it would be a great mistake in the present condition of the Colony to seek to multiply boards. There is scarcely enough public spirit to carry on what exists. The less the Harbour is inter-

ferred with the better. If the Chamber of Commerce think that any of the regulations are oppressive, that any of the laws are detrimental, they have got their members in the Legislative Council who can find amendments.

ample opportunity to make their views known, and if through him and the other unofficial members they cannot get the Government to effect the desired reform, in-

they would a Harbour Board. A Government
 member that will not yield to the united
 wishes of the anonymous members in Council
 would not yield to the wishes of a House,
 the very creation of which must de-
 pend upon its will. Let us see
 that the Harbour Board resolved
 to abolish tonnage dues. The Chinese
 would at once seek the abolition of the
 several taxes on their boats, which press
 more heavily than the tonnage dues. They
 would urge their case on the Government.

Governor Des Voeux reiterated, before he left, the assurance that the 11-cents dues imposed for the Gap Rock Lighthouse

would be withdrawn on the completion of that work, probably next spring. But at the same time he speaks of raising the dues, for purely revenue purposes, to 3 or 5 cents. What he gives with one hand he is

to take back, and much more, with another. Now, although we cannot accept his proposition that a large proportion of tonnage dues are really paid by non-local shipping, having a strong suspicion that the charges slip back to some form or

other, so that they are, all but a small amount, really taken from the Colony, we are equally unable to acquiesce in Mr Mackintosh's proposition that non-Chinese shipping should secure entered tickets.

it can be distinctly shown that the present 2½c. rate is abnormally damaging our shipping trade (all taxation injures trade), we do not think greater harm would be done by continuing it than

by abolishing it and raising the money by other means. There is just a chance that a small part of the tonnage dues is paid by outsiders. A land or house tax, we know, comes altogether out of the

pockets of residents. At the same time, our distributing trade is a delicate plant and must not be roughly handled. It is to be hoped that by reducing the cost of government, abolishing a

lot of needless offices, or by some other means, it will be possible, in spite of the increased military contribution, to so economize our revenue as to render an increase of taxation unnecessary.

better will be even to proceed more slowly with public works than to increase taxation. A good many improvements can be effected by the encouragement of private enterprises. How-

other taxes are raised, they will interfere with our trade. Governor Des Vaux tried to make out that we were very heavily taxed, but we are sure, if due consideration is given to all the conditions of life in Hongkong, it will be found that the figures

are misleading and that we are heavily burdened in Hongkong. The lack of replying to his rose-colored view of our position has, we hope, been made plain by the unofficial members in consultation with

their campaign against the military contribution. The Chamber of Commerce will not likely leave unanswered the insinuation that a 5-cent tonnage tax is a negligible quantity. This insinuation—

his ambiguous words scarcely amounted to an assertion—err on the one side as much as Mr Mackintosh's ultra free trade declaration errs on the other. For, although it may be true that the ton-

nage dues levied at the ports of China are 15 or 20 times greater than the rates charged in Hongkong, it must be borne in mind that a large portion of the goods landed here have to be re-shipped to other

ports and have to bear these heavy duties in addition to the dues levied in Hongkong. Governor Dea Young has again forgotten that we are merely a distributing centre and that the value of this distribution is

far more fully absorbed by taxes than the trade of a consuming and producing country. The conditions even in Singapore are not quite analogous, for to some extent Singapore is the natural port of a large part of the Malay Peninsula. Therefore

while we are not prepared to pay the present tonnage rate, including the 1 1/2% for Gap Rock Lighthouse, because of the undue weight on shipping. (The House of Commerce has not yet proved it to be so) and

ought not to be continued, looking at the condition of our finances, besides, and a tax, we think it would be, to increase it beyond the 2 1/2-cent rate or at the most a 3-cent rate.

There is nothing more humiliating to a man than thoughts of how great he is intended to be. — *Atkinson Note*

WOMAN BATH THIS MORNING IN THE

There isn't a man in the thousand who knows what kind of a man he would be if he had plenty of money.—*Ran's Horn.*

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